



Fairest of the Fair—Wearing a rose tiara, Marianne Demereckis (above), 18, of Chicago, smiles after being chosen "Miss Railroad Fair, 1949," at Chicago Railroad fair. Miss Demereckis, representing the Pullman company, competing against 11 other aspirants entered by railroads exhibiting at the fair. Contest was open only to regular railroad employees. (AP Wirephoto)

West Salem Fire Station Going Up

The new fire station providing protection for West Salem will be completed in about six weeks, J. L. Franzen, Salem city manager, told a meeting of the West Salem Lions club Wednesday night.

The station, at Glenn Creek road and Parkway drive, will be manned on a contract basis and will also serve the newly annexed Salem territory which surrounds West Salem.

Franzen said he will study the feasibility of enlarging the present reservoirs and also possibility that a 100,000 gallon water tower be erected on the heights above the city.

The next pipe line from Salem's water supply probably will be placed under the Willamette river, Franzen said. This will be necessary as doubt exists that the state of Oregon would permit laying a second line under the inter-city bridge.

If the merger is perfected West Salem will be served by a local water office, maintained as a sub-station of the Salem



"Red Ryder," as portrayed by Jim Bannon, teaches an out-law respect in "Ride, Ryder, Ride," an Eagle-Lion release with Little Beaver, at the State tomorrow with "Reign of Terror."

Third Generation Attends Law School

Entering the law school at Willamette university this fall is Harry H. Savage, recently of Yankton, South Dakota, and he is the third generation in his family to attend the law school here.

His father, H. H. Savage attended the law school as did his grandfather, Henry H. Savage; also two of his uncles, brothers of H. H. Savage. Young Savage was graduated from Yankton college in South Dakota this year. He was married August 28 to Mariys Whelpley of Davis, S.D., also a graduate of Yankton, who is to teach at Molalla

this year, the couple to reside at Molalla. They came west by way of Yellowstone National park.

book of maps, said it derived from a mythical astronomer King Atlas of Libia and not the god Atlas, formerly supposed to support the world on his shoulders.

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REASON FOR RAIL TROUBLES

Railroad Labor Dealings Bog Down on Quantity

By NORMAN WALKER

Washington, Sept. 15 (AP)—For 15 years a sore spot has been festering in labor relations on the railroads. It's getting worse all the time.

It's the main reason for the present strike on the big Missouri Pacific railroad. It's rankling labor dealings on practically every other railroad in the country.

What's it all about?

Not wages, nor hours, nor the usual reasons you read every day for strikes or threats of strikes in other industries.

The railroad fuss is simply this: A growing batch of arguments between the operating unions and rail managers over the terms of their contracts.

The unions say some contract clause means one thing. The managers say it mean another. These grievances pile up, unsettled, until one day there is a strike threat.

This has been going on, and getting worse, ever since 1934. Then congress, as asked by the railroads and rail unions, set up an agency called the national railroad adjustment board. It has panels composed of equal numbers of union and management men, supposed to settle such grievances.

There are four panels, all based at Chicago. All have been getting along okay except one. That one deals with grievances brought by rail-operating employees such as engineers, firemen, trainmen, conductors, etc. Things went bad with the operating workers' panel from the start. Because labor contracts covering these workers are so complicated, it now has a backlog of more than 3000 grievances.

Officials estimate it will take four or five years to settle them. This doesn't leave much room for new ones.

So the unions representing the engineers and other operating employees have just about put a boycott on the adjustment board. They won't take their cases there any more.

A few months ago railroad managements and the unions got together to try to clear a way through this blockade. They agreed to set up two more panels to work along with the overburdened one. The idea was to make a prompt settlement of grievances possible.

A good idea—but congress hasn't appropriated the money yet to put the new panels into operation.

The unsettled disputes are rattling around until the unions get tired of waiting and call a strike.

A threatened stop in rail service makes a problem for the national mediation board. This is a separate agency, charged with helping the carriers and their unions write new contracts without strikes.

These threatened strikes have often caused the White House to name special fact-finding boards to look into the trouble and attempt to avoid a strike. Lately these boards have all

recommended the same thing: Take the grievances to the adjustment board because that's its job.

But, as we've seen, the adjustment board is bogged down. The unions are sore about it, and the railroads are facing strikes which they feel are unjustified and unnecessary.

In a number of cases railroads have proposed letting an outsider come in to make a final ruling of pending grievances. That's arbitration.

But the unions don't want that. They say the cases are too complicated for a layman—that the railroad men themselves have to work them out, either through the adjustment board once it gets working right, or in collective bargaining.

Haughey Paintings On Exhibit Sept. 18

On exhibit from September 18 to October 1, at the "Galley by the Sea" the Lincoln County Art Center, will be 25 paintings of James M. Haughey. The gallery will be open every day except Monday from 1:30 to 5 p.m.

In the exhibit will be a number of paintings of Oregon, done by the artist when he was in Oregon last summer and some pictures of Montana. The largest group, however, will be those painted at Cape Cod this year.

Haughey, who by profession is a lawyer, was a student of Albert Block, Karl Mattern and Raymond Eastwood at the University of Kansas School of Fine Arts from 1932 to 1934. Later he studied with LeRoy Greene. Haughey is a member of the Cape Cod Art association and the Montana Institute of the Arts and is president of the Yellowstone Art Center. He has exhibited in the midwest, Montana, Oregon and Massachusetts.

Douglas Fir Orders Jump Up Sharply

Portland, Sept. 15 (AP)—Orders for Douglas fir lumber jumped sharply last month.

The West Coast Lumbermen's association reported an average of 182,709,000 board feet was ordered each week. It was the highest average since August of a year ago.

Production averaged 187,260,000 a week, highest since May, and shipments averaged 182,927,000 despite a late summer freight car shortage.



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